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ANNUAL REPORTS

OF THE

PRESIDENT AND DIRECTORS,

AND THE

CHIEF ENGINEER AND SUPERINTENDENT

OF THE

Wilmington & Weldon R. R. Co.,

WITH THE

Proceedings of the General Meeting of Stockholders,

NOVEMBER 14TH, 1861.

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WILMINGTON, N. C.:

FULTON & PRICE, STEAM POWER PRESS PRINTERS.

1861.

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## OFFICERS FOR 1861--'62.

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### ADMINISTRATIVE OFFICERS.

PRESIDENT :

Hon. WM. S. ASHE.

BOARD OF DIRECTORS :

ON THE PART OF INDIVIDUAL STOCKHOLDERS :

P. K. DICKINSON,	E. P. HALL,
A. J. DEROSSET,	GILBERT POTTER,
J. D. BELLAMY,	W. C. BETTENCOURT,
BENNET FLANNER.	

ON THE PART OF THE STATE :

WM. A. WRIGHT,      L. H. B. WHITAKER,      W. K. LANE.

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JAMES S. GREEN, *Secretary and Treasurer.*

S. D. WALLACE, *Assistant Secretary and Accountant.*

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EXECUTIVE OFFICERS :

S. L. FREMONT, *Chief Engineer & Superintendent.*

S. D. WALLACE, *General Ticket Agent.*

WM. SMITH, *Ticket Agent and Station Agent, Wilmington.*

JNO. W. THOMPSON, *General Freight Agent, Wilmington.*

JOHN CAMPBELL, *General Agent, Weldon.*

JOSIAH HOWELL, *Station Agent, Goldsboro'.*

FRANCIS F. McMILLAN, *Master of Machinery, Wilmington.*

JOHN CRONE, *Master of Road Repairs, Goldsboro'.*

JOHN H. WRIGHT, *Master Carpenter, Wilmington.*



## LIST OF STOCKHOLDERS, November 12th, 1861,

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Anderson, Alex, Est, A Lazarus, Ad- ministrator, Wilmington.....	1	Braswell, William T, Rocky Mount..	5
Anderson, Alex, Est., Wilmington...	50	Borden, Maria A, Goldsboro'.....	5
Anderson & Goodrich, Norfolk, Va.,	2	Betts, Mary.....	1
Andres, Sophia, Westbrook's.....	12	Becton, John E, Goldsboro'.....	2½
Armstrong, T J, Wilmington.....	30	Bettencourt, William C, Wilmington.	21
Allen, Mary do.....	3	Barlow, David, Tawboro'.....	10
Arrington, H H, Nashville.....	1	Barnes, Jacob S ".....	2
Ashe, Anny L, Chapel Hill.....	22	Barnes, William, Jr. ".....	3
Ashe, Wm S, Wilmington.....	20	Barnes, Burket ".....	1
Aaron, Henry, Halifax.....	1	Barnes, Edwin ".....	2
Albia, Eugenia, Hillsboro'.....	8	Bullock, Joshua K ".....	5
Austin, R H.....	2	Bullock, D W ".....	10
Avent, Thos W.....	1	Bizzell, C W, Everettsville.....	1
Bradley, James A, Trustee Christian		Boddie, E C, Nashville, N. C.....	5
Eels, Wilmington.....	5	Billisoly, A, Portsmouth, Va.....	3
Bradley, C W, Trustee Lucy A Jew- ett, Wilmington.....	54	Bluff, Henry, Norfolk, Va.....	1
Bradley, Richard, Savannah, Geo...	33	Bain, Thomas A, Portsmouth, Va....	1
Bradley, Eliza C, Wilmington.....	1	Bell, H C ".....	1
Bradley, Willie, Tawboro'.....	8	Blow, George ".....	12
Brickell, W W, Halifax.....	4	Bourke, Joseph, Norfolk ".....	1
Branch, S W do.....	2	Barkfield, John, Est., Goldsboro'...	5
Baker, W S, Tawboro'.....	44	Bynum, Turner, Wilson.....	10
Baker, W S, David G Baker Trustee, Tawboro'.....	1	Brogden, Nathan, Goldsboro'.....	3
Baker, Danl B, Wilmington.....	1	Beaven, John, Enfield.....	9
Baker, W S, Trnsteer Polly Pitt, Wil- mington.....	2	Billisoly, Joseph A, Portsmouth, Va,	3
Baker, John E, Wilmington.....	2	Bunting, Julia A.....	2
Baker, Jesse, Wm S Baker, Trustee, Wilmington.....	2	Coffield, M C, Halifax.....	1
Baker, Eloney, Wilmington.....	5	Coffield, S W ".....	1
Baker, Samuel A, Est, Wilmington..	5	Crawford, M K, Goldsboro'.....	3
Brown, R F, Wilmington.....	3	Crawford, Ann E ".....	4
Brown, John P, New York.....	25	Chapman, Russell ".....	14
Brown, Mary Ann, Littleton Depot, R & G R R.....	1	Cox, Silas ".....	1
Brown, Margaret P, Wilmington....	8	Cox, Sanders ".....	2
Bond, H F, Raleigh.....	5	Cox, Micajah ".....	10
Bond, James ".....	5	Cotton, A S.....	1
Bryan, Hugh B, Tawboro'.....	9	Cummings, Ann J, Westbrook's, Bla- den Co., N. C.,.....	8
Bryant, P A E do.....	2	Cromartie, W J, Gravelly Hill.....	7
Bryan, Joseph do.....	3	Cromartie, Wm K ".....	3
Bryan, Elias, Pittsboro'.....	20	Cromartie, Ann ".....	4
Bryan, Josiah.....	1	Cromartie, Peter ".....	20
Bellamy, John D, Wilmington.....	61	Cowan, Thomas, Wilmington.....	20
Bellamy, John T, Halifax County...	18	Crowell, Thomas M, Halifax.....	5
Bowden, Daniel, Bowden's.....	1	Cotton, John W, Tawboro'.....	1
Bowden, W N.....	1	Cotten, Laura P ".....	1
Blossom, B & Son, Wilmington.....	10	Cotten, Arabella C ".....	1
Beatty, Wm H, Fayetteville.....	10	Cotten, Florida ".....	1
Bridgers, J L, Tawboro'.....	1	Cocke, Charles L, Portsmouth, Va... 1	
Bridgers, Robt R, Tawboro'.....	6	Cocke, John ".....	5
Batchelor, L W, Enfield.....	3	Clarke, H T, Tawboro'.....	24
Biggs, Jas J, Raleigh.....	5	Cooke, Mordecai, Norfolk, Va.....	2
Battle, William H, Chapel Hill.....	28	Cassidey, James, Wilmington.....	85
Battle, Mary P ".....	5	Croom, Lott, South Washington.....	5
Battle, Kemp P, Tawboro'.....	20	Caraway, William, Dudley's Depot..	10
Battle, Penelope B, Rocky Mount...	25	Chamberlaine, R H, Norfolk, Va....	8
Battle, Turner W.....	40	Carr, James, Kenansville.....	5
Batts, Margaret, Joyner's.....	1	Cherry, L R, Enfield.....	10
Broughton, Laura B.....	1	Crook, William, Wilmington.....	10
Braswell, A, Rocky Mount.....	5	Collier, G W, Goldsboro'.....	12
		Coley, John, unknown.....	3
		Camp, William S, unknown.....	2
		Conyers, I M, Hilliardson, Nash Co.	2
		Cobb, N B.....	3
		Cobb, William D, Goldsboro'.....	21



## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Cobb, J B.....	3	Farmer, Moses, Wilson.....	1
Cooper, Blount, unknown.....	1	Farmer, Samuel B, Wilson.....	1
Dudley, Edw B, Est, Wilmington....	17	Farmer, Gerusha ".....	1
Dudley, Jane A ".....	58	Farmer, L D ".....	1
Dickinson, P K ".....	100	Flanner, Joseph H, Wilmington....	5
Dickinson, P K, Wilmington, Ex'r of		Flanner, Bennett ".....	20
Mary L Orme.....	10	Fillyaw, O L ".....	12
Dickson, James H, Wilmington.....	30	Fremont, S L ".....	30
DeRosset, A J, Estate ".....	25	Gary, John R, Weldon.....	3
DeRosset, A J ".....	98	Gary, John R " Trustee.....	25
DeRosset & Brown, Wilmington....	16	Gary, George G ".....	1
Daniel, John H, Halifax.....	1	Gary, George W ".....	3
Daniel, Zylphia ".....	1	Gary, R B ".....	1
Daniel, W W, Jr, unknown.....	2	Gillespie, Joseph M, Kenansville....	2
Dancy, John S, Tarboro'.....	2	Griswold, John B, Goldsboro'.....	3
Dancy, William F, Est, Tarboro'....	30	Giles, William B, Savannah, Ga.....	17
Devane, John C, Harrell's Store....	5	Gwynn, Walter, Columbia, S C.....	35
Dortch, William T, Goldsboro'.....	25	Greer, John, Kenansville.....	1
Dozier, Richmond, Tarboro'.....	5	Gardner, J D, Wilmington.....	5
Drane, R B, Wilmington.....	56	Godwin, David, Estate, Smithville..	15
Danghtry, R, Rocky Mount.....	3	Green, Susan H, Goldsboro'.....	2
Davis, Margaret W, Halifax.....	5	Gregory, R J ".....	3
Dawson, John ".....	6	Gamage, Elisha, Norfolk, Va.....	5
DePeyster, J F, New York.....	3	Graham, Channcey W, Kenansville..	14
DePeyster, J F, Trustee S M C Liv-		Hall, Edward P, Wilmington.....	230
ingston, New York.....	80	Hall, Eli W ".....	20
DePeyster, J F, Trust, W Woodbridge,		Hall, W H ".....	10
New York.....	15	Hall, Willis, Estate, ".....	160
Edens, Robert, Estate, Wilmington..	20	Hunter, William, Guardian, Halifax.	18
Edens, Sarah ".....	5	Hunter, William ".....	19
Ellis, C D ".....	25	Hunter, Benjamin ".....	36
Elliott, John G, Faison's.....	3	Hunter, Margaret C ".....	13
Everett, John, Goldsboro'.....	20	Hunter, Henry ".....	1
Ellinor, James, Rocky Mount.....	2	Hodges & Baker, Norfolk, Va.....	6
Emmerson, Arthur, Adm'r A Emmer-		Hines, Joel, Marlboro'.....	1
son, Portsmouth, Va.....	5	Hoskins, B L, Battleboro'.....	5
Emmerson, Arthur, Portsmouth, Va..	2	Huggins, Theo, Estate, Wilmington..	5
Edmunds, Benjamin, Enfield.....	10	Harriss, M P ".....	12
Edmundson, William B, Goldsboro'..	5	Harriss, George ".....	3
Ellinor, William T, Rocky Mount.....	2	Harriss, A C, Enfield.....	2
Emery, Thomas R, unknown.....	20	Harriss, Richard J, Enfield.....	14
Emery, E V & M F ".....	20	Harriss, N T, Westbrooks, Bladen co	3
Englehard, Joseph A, 'Tarboro'.....	1	Hardy, H H, Guardian Willie R Hill,	
Fields, Mary F ".....	1	unknown.....	12
French, George R, Wilmington.....	30	Hardy & Bros, Norfolk, Va.....	10
Fergus, Daniel ".....	12	Haile, Lewis, Halifax county.....	2
Frink, Samuel ".....	35	Hill, F J, Est, Wilmington.....	30
Frink, Lorenzo ".....	16	Hill, C D, Warsaw.....	25
Frink, Samuel F ".....	10	Hill, William E, Warsaw.....	25
Fennell, Owen, Harrell's Store.....	5	Horne, Josh L, Halifax.....	1
Fennell, John M ".....	4	Hatch, Jos R, Goldsboro'.....	2
Futch, D K, Wilmington.....	20	Halliday, Margaret J, Halifax.....	23
Ferral, Michael Halifax.....	118	Hodges, Henry H, Faison's.....	1
Faison, Elias, Faison's.....	30	Hathaway & Co, Wilmington.....	5
Faison, M J, Trustee M A Dougald,		Howard, George, Jr, Wilson.....	3
Clinton.....	4	Hood, Britton, Goldsboro'.....	3
Faison, M J, Trustee E L Faison, Clin-		Hood, Catharine ".....	4
ton.....	3	Hood, John R ".....	3
Faison, F J, Warsaw.....	3	Holloman, Eliza ".....	3
Faison, Abner M, Warsaw.....	3	Hines, Richard, Estate, Raleigh.....	10
Faison, William A ".....	3	Haywood, Jane F ".....	21
Faison, Matthew J, Clinton.....	4	Hart, Spencer L, Tarboro'.....	3
Faison, Wm A, Guardian S E, Wm J		Hart, Benjamin F ".....	3
and Ann M O Rhodes, Warsaw....	4	Hart, Almon ".....	3
Farmer, Walter, Wilson.....	1	Hart, William L ".....	3

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Hart, Ellen, Tarboro'	2	Lyon, Joshua L, Enfield	6
Hooks, Ann Maria	6	Lawton, Matthew, Wilmington	10
Hansley, William M, Wilmington	1	Lawton, Joseph	5
Hollowell, Thomas, Goldsboro'	5	Lord, William C, Estate, Wilmington	10
Hollowell, T T	1	Langdon, Paul H	10
Hooker, Julia A, Hillsboro'	8	Langdon, Wm A	5
Hooker, O	9	Lord, Haynes, New York	1
Hooker, Rcscoe, Louisburg	8	Love, Edward Florida, Gadsden Co.,	10
Hussey, John B, Kenansville	10	Lewis, Lucy S, Tarboro'	1
Hicks, James H, Faison's	30	Lewis, John W	10
Hicks, Albert R, Faison's	10	Lawrance, Josiah	6
Hyatt, McBurley & Co. Charleston, S C.	10	Lawrence, Emily S, Tarboro'	1
Hurdie, Benjamin, Smithfield	2	Latimer, Z, Wilmington	45
Hill, Eliza R, Wilmington	8	Lamb, W W, Tarboro'	12
Hill F J, Jr	29	Londcn, M, Wilmington	1
Hill, Richard B	13	Love, John D	2
Hill, Thomas S	18	Lewis, K H, Tarboro'	35
Hill, Wm, Guardian Eliza Hill, Wil-	12	Lawrence, Thomas D, Tarboro'	4
mington	14	Lawrence, James H	1
Hill, Wm, Wilmington	1	Long, N M, Weldon	1
Howard, David C, Tarboro'	5	Lane, Wm K, Adm'r Estate John A	8
Howard, Henry N, unknown	5	Green,	1
Hathaway, Betsy	1	Marshall, F S, Estate, unknown	54
Hardy, Jesse H	1	Miller, C B, Wilmington	21
Hatton, John G	1	Murphy, J S	40
Johnston, R W, Estate, Wilmington	40	Murphy, Patrick, Taylor's Bridge	2
Johnston, James W, Tarboro'	9	Murphy, Charles W, Moore's Creek	4
Johnston, Benjamin, Ringwood	1	Murphy, Hanson F, Teachey's	2
James, Isaac	1	Murphy, John H, Long Creek	65
Jones, Willie W, unknown	5	Meares, Catharine G, Exx, Wilmington	5
Jones, Maria, Littleton Depot	9	Meares, Gaston, Wilmington	5
Jones, Frances	1	Meares, Wm B, Wilmington	25
Jones, Wm H	1	Morgan, Erthur, unknown	1
Joyner, Alfred, Wilmington	1	Mercer, John B, Tarboro'	15
Joyner, Henry, unknown	1	McIver, Evander, Carthage	10
Joyner, Moses Tarboro'	2	McIver, Alexander, Estate, Carthage	5
Jenkins, Joab	5	McRae, Colin, Rockfish, Cumberland	7
Jenkins, Samuel P	1	county,	36
Jenkins, Charles H	6	McRae, Donald, Wilmington	20
Jenkins, James F	1	McRae, Donald, Trustee, Wilmington	35
Jewett, Richard B, unknown	28	McRae, John C	1
Jewett, S, Wilmington	5	McRae, Alexander	70
Kerr, James, Harrell's Store	5	McKae, Henry	1
Knight, Benjamin F, Tarboro'	5	McRae, John	874
Knight, Jesse C	15	McRackcn, Robert M, Whiteville	10
Kennedy, Thomas, Goldsboro'	1	Martindale, Henry, Wilmington	40
Killebrew, C B, Tarboro'	1	Moore, B F, Raleigh	1
Killebrew, G W	1	Moore, Ellen T, Raleigh	1
Kirby, William T, Clinton	9	Moore, A L, Moore's Creek	7
Kelly, E V, Estate, Wilmington	3	Moore, James P	1
Kornegay, Daniel, Goldsboro'	15	Moore, George J	10
King, Coffield, Tarboro'	3	Marble, Joseph, Wilmington	15
Kinnear, Thomas J, Kenansville	2	Martin, Altred	1
Ladies Benevolent Society, Wilming-	12	Manly, John R, Raleigh	5
ton	32	Myers, Myer, Norfolk, Va	4
Lazarus, Ellen, Raleigh	39	McKinnie, Barbara, Goldsboro'	5
Lazarus, Julia, Raleigh	32	McCaleb, A B, Estate	3
Lazarus, Maria C, Charleston, S C.	32	McDowell, P, Elizabethtown	10
Lazarus, R A, unknown	32	McDowell, T D	5
Lazarus, Gershon, Charleston, S C.	4	McDowell, John A	1
Lamb, Aaron M, unknown	49	Mercer, Thomas N, Tarboro'	10
Lane, Levin, Wilmington	63	Mercer, John	1
Lane, William K, Goldsboro'	1	Mercer, William F	1
Lane, John J, Tarboro'	1	Mercer, D V, Sparta	1
		McMillan, John, Jr, Elizabethtown	10

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Middleton, Jemima, Warsaw.....	2	Parker, Jesse W.....	8
Middleton, R M, Kenansville.....	2	Perry, Abner J.....	1
Middleton, F J.....	1	Robinson, Catharine.....	10
McDaniel, David, Rocky Mount.....	1	Richardson, Purdie, Wadesboro'....	5
Mayo, Thomas, Tarboro'.....	5	Reardon, Henry B, Norfolk, Va.....	2
Maner, Thomas L, Battleboro'.....	5	Reardon, T R.....	1
Murphy, N H, Moore's Creek.....	3	Roberts, William D " ".....	1
McRae, Walter H, Wilmington.....	10	Redmond, James M, Tarboro'.....	20
McRae, Margaret E ".....	10	Ransom, M W.....	10
McRary, Wm H ".....	5	Ricks, Robert ".....	5
McPherson, Edward.....	4	Shaw, Elias F, Sampson Co.....	3
McDowell, Mary L.....	2	Smith, Marsden, J Norfolk, Va.....	12
McDowell, Margaret.....	2	Smith, Moses Scotland Neck.....	5
Myers, George.....	20	Smith, Peter, Wilmington.....	5
Nixon, N N, Wilmington.....	80	Smith, Sophia L, Fayetteville.....	5
Nutt, Henry ".....	50	Smith, Samuel, Goldsboro'.....	10
Norfleet, John, Tarboro'.....	1	Smith, Sylvester, Raleigh.....	5
Neale, Charles E ".....	2	Smith, A L, Tarboro'.....	5
Neville, Jesse P ".....	6	Smith, Richard H, unknown.....	5
Neville, Elijah K, Halifax.....	1	Sloan, D D, Kenansville.....	4
Owen, James, Wilmington.....	6	Sloan, David, Magnolia.....	5
Owen, Thomas R.....	10	Speight, Abner, Speight's Bridge,	
Oates, J O, Sparta.....	1	Green Co.....	5
Ousby, William C, Halifax.....	2	Speight, John F, Tarboro'.....	2
Ousby, James L ".....	2	Savage, H R, Wilmington.....	10
Person, Willie M, Halifax.....	5	Savage, H R, Trustee, Wilmington..	50
Pope, Rosa, Goldsboro'.....	2	Savage, Timothy ".....	5
Pope, Elijah, Rocky Mount.....	2	Stanton, Geo W ".....	1
Pope, George P ".....	2	Southerland, David, Kenansville....	5
Pitt, Bennett P, Tarboro'.....	1	Sessums, Isaac, Tarboro'.....	10
Pitt, Joab P ".....	16	Swann, John, Estate, Wilmington..	60
Pitt, Moses ".....	1	Sanders, Richard, Estate ".....	12
Proctor, John.....	1	Strickland, Jordan.....	1
Purnell, Thomas R, Estate, Wilming-		Soutter, Robert & Son, Norfolk, Va.	10
ton.....	20	Sharpe, John J, Joyner's Depot....	1
Purnell, E A, Wilmington.....	15	Sharpe, William G ".....	1
Ponton, M T, Weldon.....	3	Simmons, Alfred W, Halifax.....	1
Potter, Gilbert, Wilmington.....	784	Staton, Baker, Tarboro'.....	25
Pittman, B T, Tarboro'.....	4	Sugg, Redding S ".....	1
Pittman, Mary A S, Tarboro'.....	4	Sugg, P S and others, Tarboro'.....	7
Pittman, R G.....	5	State of North Carolina.....	1,000
Pittman, W D ".....	4	Tally, Nicholas, Columbia, S C.....	9
Prentice, John B, Wilmington.....	6	Tally, Samuel O ".....	5
Powell, Alpheus H.....	1	Tally, Wm H " ".....	4
Powell, John W, Nashville.....	3	Taws, Lewis H, Philadelphia, Pa....	2
Powell, Mary E ".....	2	Taylor, John A, Wilmington.....	6
Powell, Jesse C.....	1	Taylor, Tazewell, Norfolk, Va.....	12
Powell, George W.....	2	Talbot, John ".....	1
Powell, Joseph J W, Tarboro'.....	80	Tillery, Thomas, Halifax.....	5
Powell, Isaac, Whiteville.....	20	Tharpe, John, Rocky Mount.....	5
Powell, Eaton P, Tarboro'.....	1	Taylor, Elijah, Jacksonville.....	5
Perter, James J.....	7	Thomson, Zadock, Goldsboro'.....	1
Pender, Mary ".....	1	Thompson, Drury ".....	32
Pender, Margaret ".....	1	Taylor, Henry A ".....	1
Pender, Joseph J B, Tarboro'.....	2	Taylor, Benjamin R ".....	1
Petway, William D ".....	5	Vick, Josiah J, Rocky Mount.....	1
Petway, Mark H ".....	5	Vick, Margaret ".....	1
Phillips, Joseph J ".....	20	Vick, J ".....	1
Pearsall, Jere, Guardian, Kenansville	4	Wanet, A A, Wilmington.....	20
Pickett, Hosea, Estate.....	5	Wilmington & Manchester R R Co..	2,050
Peirce, R B, Halifax.....	1	Whitaker, L H B, Enfield.....	104
Peirce, W W, Wilmington.....	23	Whitaker, M T, ".....	1
Parsley, O G ".....	20	Whitaker, L H, ".....	2
Pullen, Roderick.....	3	Whitaker, B F ".....	5
Parker, W W, Rocky Mount.....	3	Whitaker, James H ".....	2

## LIST OF STOCKHOLDERS—CONTINUED.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
	Shares.		Shares.
Whitaker, William, Enfield..	2	Wiswall, Howard, Washington.....	3
Wright, John, Goldsboro'.....	8	Williams, B F, Kenansville.....	33
Wright, Rachel, Wilmington.....	7½	Washington, James A, Kinston.....	10
Wright, William ".....	2½	Whitted, W N, Prospect Hall.....	20
Wright, Thos H, Est ".....	106	West, John W S, Goldsboro'.....	10
Wright, William A ".....	65	Walker, H A C, Wilmington.....	10
Wright, Joshua G ".....	35	Walker, S E ".....	10
Washington, John C, Kinston.....	119½	Whitaker, Carey, Enfield.....	2
Washington, John N, Newbern.....	20	Whitaker, Robert ".....	2
Washington & Wright, Jr.....	5	Webb, C N, Halifax.....	1
Washington, Richard, Goldsboro'...	120	Woodward, Stephen, Black Creek...	5
Wooster, John, Wilmington.....	31	Watters, Samuel P, Wilmington.....	15
Woodbury, G W ".....	5	Wells, Joel ".....	16
Wooten, C, Goldsboro'.....	5	Wilkinson, John ".....	12
Williams, David, Stantonsburg.....	10	Williams, Wm H ".....	11
Ward, Maria Ann, Dudley Depot....	20	Whitfield, Nathan B.....	3
Total shares.....		13,289½	
Par value of Shares.....		\$100.	



# Subscribers to the Stock in the Tarboro' Branch R. R.

NAMES AND RESIDENCE.		NAMES AND RESIDENCE.	
Shares.		Shares.	
Batts, Benjamin, Tarboro'.....	5	*Lyon, J L, Tarboro'.....	4
*Bryan, H B ".....	11	*Legget, James R ".....	1
*Bullock, J K ".....	10	*Lloyd, H S ".....	60
Biggs, K & Co, Petersburg.....	10	*Lyon, B T ".....	4
Brown, Gray L ".....	2	Lawrence, Dr Josiah ".....	5
*Branch, S G & Bro, Petersburg....	1	Lawrence, John ".....	5
*Battle William S, Tarboro'.....	50	*Long, William S ".....	2
*Battle, Kemp P, Raleigh.....	10	*Lancaster, Robert ".....	1
*Bridgers, R R, Tarboro'.....	65	*Martin, R A, Petersburg.....	4
Barlow, David ".....	25	*Moore, Thos R ".....	1
*Bullock, D W ".....	10	*McIlwaine, Son & Co, Petersburg..	10
*Baker, J H ".....	2	Mayo, Benj C, Tarboro'.....	4
*Bryan, Gray ".....	5	Marks, W H & Co, Wilmington.....	2
Bryan, Etheldred ".....	5	*Norfleet, John, Tarboro'.....	10
*Battle, James L ".....	20	*Norfleet, R ".....	30
*Bridgers, John L ".....	50	*Norfleet, Thos ".....	5
Bauman, J G, Wilmington.....	1	Nixon, N N, Wilmington.....	3
*Cromwell, Elisha, Tarboro'.....	40	*Pippin, W M, Tarboro'.....	5
*Cobb, David ".....	2	Plummer, S A, Petersburg.....	2
*Cherry, Erastus ".....	2	Plummer, H A, Jr ".....	3
*Cherry, S T ".....	1	Pippin, Flavius A, Tarboro'.....	1
*Cherry, C C ".....	2	Pippin, Joseph H ".....	1
Clements, P P ".....	5	*Parker, W W, Rocky Mount.....	1
*Cherry, Henry R ".....	2	*Pope, W E ".....	1
*Carney, Wright ".....	1	*Pitt, Bennett P, Tarboro'.....	10
*Cotton, A J ".....	10	*Powell, J J W ".....	50
*Cotton, Mrs L P ".....	5	Pender, R H ".....	5
*Chapman, R ".....	5	Pender, David ".....	5
*Cherry, W R ".....	5	*Pittman, N J ".....	25
*Cobb, Eaton ".....	2	Pippin, J S ".....	1
*Dunn & Spencer, Petersburg.....	2	Rowland & Reynolds, Petersburg....	5
*Donnan & Johnson ".....	3	Robinson, J M, Tarboro'.....	2
Dunn, L S, Tarboro'.....	27	Redmond, James M ".....	5
Dicken, C L ".....	50	*Savage, Lemuel L ".....	5
*Dancy, John S, Tarboro'.....	25	Smith, Moses ".....	2
*Daniel, J H, Sr ".....	10	Staton, James B ".....	3
Dunn, Richard ".....	5	*Stallings, James ".....	3
Foreman, W J ".....	5	Staton, William J ".....	15
*Gilliam & Dunlop, Petersburg.....	2	*Staton, Henry L ".....	10
Gray, Patsey D, Tarboro'.....	10	Shurley, Elizabeth ".....	10
Hoskins & Bowditch ".....	5	*Thigpen, J R ".....	3
Hardy & Brothers, Petersburg.....	5	*Thigpen, William ".....	3
Hicks, S S, Tarboro'.....	1	*Thigpen, William A ".....	1
*Harrison, Scott & Co, Petersburg..	1	*Thigpen, A M ".....	1
Hinton, David, Tarboro'.....	5	*Thigpen, James ".....	1
*Hart, Almon ".....	5	*Thigpen, Jordan, Tarboro'.....	7
*Hyman, Joseph H ".....	15	*Thigpen, Kenneth ".....	5
*Howard, Geo ".....	5	*Tannahill, Robert, Petersburg....	3
*Hart, Spencer L ".....	10	Wiggins, Wright, Tarboro'.....	5
*Howell, Brechain ".....	5	*Williams, D ".....	15
Hedrick & Ryan, Wilmington.....	1	Worth, T C & B G, Wilmington.....	1
*Jenkins, John D, Tarboro'.....	5	*Wimberly, R D, Tarboro'.....	20
Jones, Calvin ".....	5	*Worsley, Mayo, ".....	10
Jenkins, F H ".....	4	*Williams, Orren ".....	5
*Jones, M G ".....	6	*Weddell, Mathew ".....	5
*Johnson, W H ".....	10	Williams, Mrs E C, ".....	5
*Jenkins, James F ".....	10	*Whitfield, G W ".....	5
*Joyner, Lewis C ".....	1	Wimberly, J W ".....	5
*King, Coffield ".....	5		
*Killebrew, C B ".....	5		
*Knight, Peter E ".....	2		
*Knight, John, Jr ".....	6		
		Par value.....	1,011
			\$100

Those marked thus (\*) have paid up in full, and of course are entitled to be classed as *Stockholders*.





PROCEEDINGS  
OF THE  
TWENTY-SIXTH ANNUAL MEETING  
OF THE  
STOCKHOLDERS OF THE W. & W. RAIL ROAD CO.

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In accordance with the resolution of the Stockholders of the Wilmington and Weldon Rail Road Company, adopted at their last Annual Meeting, the Stockholders of said Company convened at the Court House in Wilmington, on Thursday, the 14th day of November, 1861, to hold their Annual Meeting for the present year.

On motion of W. A. Wright, O. R. Kenan, of the county of Duplin, was appointed Chairman, and Messrs. Patrick Murphy and Robert Norfleet Secretaries.

The Secretaries, with Wm. A. Wright, were appointed a Committee to ascertain the number of shares of the capital stock of the Company which were duly represented.

The Committee reported that 10,602 shares were represented, of which number 4,828 shares were represented in person, and 5,774 by proxy.

The Hon. Wm. S. Ashe, President of the Company, then submitted to the Convention the Report of the President and Directors, with the accompanying Reports of the Engineer and Superintendent, and of the Treasurer and the Auditing Committee.

On motion, the Report of the President and Directors with the Reports accompanying it, were received and laid on the table.

On motion of R. R. Bridgers, Esq.,

*Resolved*, That there are certain points on the line of the Road of this Company at which new or improved Ware-houses and Station-houses are required, and the attention of the Board of Directors should be given to these improvements as promptly as may be practicable.

On motion of O. G. Parsley,

*Resolved*, That the Stockholders being the owners of all the property of this Company, are entitled to receive the proceeds of all the earnings of the Road of this Company.

*Resolved*, That the transportation, without charge, of persons or property of any description, (except such as has been specially designated by the Stockholders,) is improper, and is in effect a fraudulent appropriation or withholding of the property of the Stockholders, and that the Presi-



## PRESIDENT AND DIRECTORS' REPORT:

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*To the Stockholders of the W. & W. R. R. Co.:*

GENTLEMEN :—

The President and Directors, submitting to the Stockholders their Twenty-sixth Annual Report, cannot refrain from congratulating them on the exhibit of increased business which has been done during the last year. Our receipts for the year 1859 were \$447,554 75, for 1860 \$500,209 75, for 1861 we have the amount of \$571,236 24, being greatly more than was ever received from the operations of the Road. This great increase is more gratifying from the consideration that it had been forebodingly predicted that the troubles of the country would prostrate and destroy all of our business. We have also the further gratification of feeling a just and patriotic pride, that in the prosecution of our business we have been able to render to our beloved country great, yes, inappreciable assistance in repelling from our soil ruthless invaders. It is impossible to say when the war will terminate, but a just resentment, which the atrocities practiced by our enemies has incited throughout the land, forbids the supposition that it will end before we have established a complete social, commercial and political independence. This being considered as a fixed fact, we must endeavor to unveil the future and prepare for its exigencies.

Blessed with the return of peace, our country will immediately teem through its whole length and breadth with those productions which constitute the basis of commercial exchanges. Foreign nations must have for their consumption our surplus productions. From what ports will they be shipped? While every Southern city will make laudable exertions to command this business, a survey of the map of the country, taken in connection with the Rail Roads, some already completed, and others in progress, clearly points to the Atlantic cities as ports which will command a large portion of our foreign commerce, invited alike by their commodious harbors and varied exports. Merchants, not only of the interior of the country, but of the Atlantic cities, will resort to these points to make purchases, and the Atlantic line of Road is thus destined to become one of our leading avenues of trade and travel; and wisdom dictates that we should immediately

put ourselves in a condition to command a large share of the business, necessarily incident to the anticipated state of our country.

The difficulty of transportation across the Cape Fear River is one of the greatest obstacles with which we have to contend. Can it be bridged, and at what expense? These are questions which have been submitted to the respective Engineers of the Wilmington & Weldon and Wilmington & Manchester Rail Roads, and they have decided that a proper bridge, with draws of the most approved character, can be constructed across the two rivers opposite our wharf at a cost not exceeding \$125,000. As the construction of this work will enable the Wilmington, Charlotte & Rutherford Rail Road Company to come to Wilmington without the expense of the steam boat transportation, which now weighs heavily on it, we may conclude that Company will bear the principal burden of constructing this work, leaving for contribution on the part of this Company a sum the interest on which should be greatly less than we are now paying for our present inconvenient and exposed ferry navigation. This work completed, we will have a connected Rail Road communication between Norfolk and the Southern cities, both on the Atlantic and the Gulf, which will be not only shorter, but more convenient than any other competing line. In consideration of these facts we would respectfully recommend to you the appointment of a committee to consult with the other companies interested, and devise some common plan by which the work can be done.

From the report of the Treasurer it will be seen that our fiscal condition is good. After meeting the annual expense of Rail Road operations, reducing our debt \$22,799 84, paying the interest on our debt, and dividing eight per cent dividend, we yet have on hand a surplus, which is held in Confederate States bonds, bearing 8 per cent. interest, to be hereafter appropriated to our sinking fund.

The punctual payment of the interest on our debt due in England has ever been regarded by us as a duty of the highest obligation, and thus far we have never been in default, but we fear the present difficulty of making remittances may for a short time place us in a false position with our foreign creditors.

The Report of the Chief Engineer and Superintendent shows that the Road Way is in good order, though our rails are much laminated. The heavy freighting business we have done has been the cause of the unusual amount of this lami-

nation. By a late arrangement with the "Tradegar Works," at Richmond, we will very soon be able to remove the worst rails and lay down new ones.

The Legislature, at its last regular session, chartered a Company to construct a Rail Road from a point on our Road North of Magnolia to join the Coalfield Road at Fayetteville, and authorized this Company to take stock therein, loaning us the State's credit to aid in its construction. We are not prepared to recommend the acceptance of the charter by this Company, as the coal may probably be brought to Wilmington by a connection with the Wilmington, Charlotte & Rutherford Rail Road, and *this* connection would impair, if not render worthless, our enterprise; but as an act of foresight and prudence, it may be politic for our Company to take such preliminary steps as will prevent the forfeiture of the privileges conferred. This matter is respectfully referred to the Stockholders for their consideration.

Respectfully submitted.

WM. S. ASHE, *President.*



*Of the Company, with their Salaries, on the 30th Sept., 1861.*

	PER ANNUM.
Hon. Wm. S. Ashe, President,.....	\$2,000 00
James S. Green, Secretary and Treasurer,.....	1,500 00
E. D. Wallace, Assistant Secretary and General Ticket Agent,.....	1,800 00

S. L. Fremont, Chief Engineer and Superintendent.....	3,000 00
J. W. Thompson, General Freight Agent.....	1,800 00
Francis McMillan, Master of Machinery.....	1,200 00
John Crone, Road Master.....	1,200 00
John A. Wright, Master Carpenter.....	
William Smith, Ticket and Station Agent, Wilmington.....	1,000 00
A. D. Love, Assistant Freight Agent.....	800 00
I. J. Pickett ".....	500 00
William Willson, Clerk of Shops.....	360 00

John Campbell, General Agent, Weldon,.....	1,500 00
Josiah Howell, Station Agent, Goldsboro', (supplies his Assistant,).....	1,400 00
John Jones, Marlboro',.....	60 00
A. D. McDonald, Leesburg,.....	100 00
G. Boney, Duplin Roads,.....	109 00
Thomas W. Vail, Magnolia,.....	200 00
J. E. Swinson, Warsaw,.....	250 00
Daniel Bowden, Bowden's,.....	100 00
Lewis T. Hicks, Faison,.....	125 00
L. Kornegay, Mount Olive,.....	100 00
David McKinnie, Dudley,.....	150 00
J. W. Whitfield, Ticket Agent only,.....	Free riding.
M. T. Johnson, Pikeville,.....	100 00
J. J. Scott, Nahunta,.....	150 00
Cox & Holt, Black Creek,.....	175 00
A. D. Farmer, Wilson,.....	500 00
W D. Farmer, Joyner's,.....	150 00
Josiah Farmer, Rocky Mount,.....	500 00
Levi Bryan, Battleboro',.....	175 00
A. B. Whitaker, Enfield,.....	400 00
G. W. Owens,.....	175 00

E. D. Browning, Passenger Train,	720 00
A. Alderman, " "	720 00
Robert Lee, " "	720 00
Robert Blaney, " "	720 00
John R. Ivey, " "	720 00
Edwin Love, " "	720 00
A. J. Hawley, Freight	600 00
S. W. Dunham, " "	600 00

John W. Hollister, Engineer Passenger Train,	PER MONTH.	\$80 00
Wm. Grant, " " "		80 00
C. W. Dorman, " " "		80 00
D. H. Barnett, " " "		80 00
W. L. Trask, " " "		80 00
Chas. R. McQuestion, " " "		80 00
Warren O. Bowers, " " "		80 00
P. Carstaphen, " " "		80 00
James Knight, Engineer and Conductor Freight Train,		100 00
William Lammon, " " "		75 00
McD. Arledge, " " "		80 00
Berry W. Williams, Engineer Yard Engine,		65 00
Robert A. Watson, Conductor on Tarboro' Branch,		60 00
Green Solomon, Engineer " " "		65 00



# REPORT OF THE CHIEF ENGINEER AND SUPERINTENDENT.

WILMINGTON & WELDON RAIL ROAD COMPANY, }  
Office Chief Engineer and Superintendent, }  
Wilmington, N. C., Nov. 5th, 1861.

Hon. W. S. ASHE, *President*,

SIR:—I have the honor to submit my Seventh Annual Report of the operations of the Road for the fiscal year terminating on the 30th of September, 1861 :

## RECEIPTS AND EXPENDITURES.

The gross earnings and receipts for the fiscal year have been as follows :

### RECEIPTS.

Receipts from Through Passengers,.....	\$195,238 38	
“ “ Way “ .....	139,786 46	
“ “ Freights, .....	180,143 76	
“ “ Mails, .....	44,550 00	
“ “ Miscellaneous sources, .....	11,517 64	
Gross receipts for 1861, .....	✓	571,236 24
“ “ “ 1860, .....		500,209 57
Increase, .....		\$71,026 67
To which add the receipts from the Tar-		
boro' Branch, as follows :		
Receipts from Passengers, .....	5,368 85	
“ “ Freight, .....	3,509 78	
“ “ Mails, .....	281 94	—9,160 57
And we have total increased income for 1861 of .....		<u>\$80,187 24</u>
And total gross receipts for 1861 of .....	580,396 81	

## EXPENDITURES.

<i>Maintenance of Permanent Way.</i> —		
Cost of ordinary repairs of track,.....	56,728	89
“ Extraordinary repairs of track,....	20,025	00
“ Repairs of Bridges,.....	4,315	30—\$81,069 19

## DEPARTMENT OF TRANSPORTATION.

<i>Rolling Stock.</i> —Cost of repairs of Locomotive Engines and materials on hand for repairs,.....		
	28,532	78
Cost of repairs of passenger cars and materials on hand for repairs,.....	8,995	12
Cost of repairs of Freight cars and materials on hand for repairs,.....	3,621	15 41,149 06

<i>Train Expenses.</i> —Pay of Conductors, Engineers, Baggage Masters, Train hands and Firemen, .....		
	32,029	42
Cost of fuel for Engines and Cars,.....	15,476	97
“ of Oil, Tallow and Waste,.....	6,171	26
Miscellaneous expenses of trains,.....	1,986	51 \$55,664 16

<i>Station Expenses.</i> —Cost of repairs of Wood and Water Stations, Warehouses and other Station buildings,.....		
	3,121	65
Cost of Tickets, Ticket Books, Blank Way Bills, Freight Manifests, &c.,.....	751	21
Cost of printing Annual Reports, Time Tables and Advertising,.....	577	33
Pay of Station Agents, Yard Master, Warehouse hands, and cost of pumping water at Stations,.....	16,937	80
Miscellaneous expenses of Stations,.....	3,151	20—\$24,539 19

## GENERAL EXPENSES.

Cost of new Locomotives and tools for Shop.	\$1,024	00
Cost of new Passenger Cars, and tools for Shop,.....	4,386	05
Cost of new Freight Cars,.....	3,503	05—\$8,913 10
Cost of Clothing, Subsistence and Medical attendance, .....	14,059	73
Amount carried forward,.....	\$14,059 73	\$211,334 69

Amount brought forward,.....	\$14,059 73—	\$211,334 69
Loss and Damage, .....	812 98	
Half the cost of Steam Ferry,.....	3,157 00	
Office Expenses,.....	550 25	
Miscellaneous expenses,.....	3,137 20—	\$21,717 16
Salaries of Officers, .....		9,625 00

Total cost of operating the Road,.....	\$242,676 85	
To which add cost of operating the Tar- boro' Branch as follows:		
Transportation expenses,.....	\$2,655 88	
Station expenses,.....	420 78	
Road repairs,.....	1,116 00	
Miscellaneous expenses,..	236 62—	\$4,429 28

Total cost of operating Main Stem and Branch,.....	\$247,106 13	
Leaving nett receipts for the year,..	\$333,290 73	
Against nett receipts for 1866,.....	246,484 63	
Increase,.....	\$86,806 10	

## COST OF CONSTRUCTION.

The item of \$15,295 64 is chargeable to "Construction," being for new Chairs and for filling Trestle Work—neither Chairs nor other joint fastenings having been supplied at the time the track was laid down.

## EXPLANATION OF STATEMENT.

By comparing this statement with the corresponding one for 1860 we see that there has been a reduction in the cost of operating in general. The cost of "maintainance of permanent way," has increased in the item of "extraordinary repairs," caused by adding a large amount of new rails, in mending laminated iron, and in a large quantity of new Spikes used in laying down new Chairs.

Under the head of Train Expenses, the item of "Oil, Tallow and Waste" has increased. This is due to the increased price of lubricating materials, and to the increase of mileage made over the Road by troop and freight trains.

From the foregoing statement it will be seen that the cost of *operating* proper has been less than  $42\frac{1}{2}$  per cent. of the gross receipts, and only about 45 per cent. upon the whole cost of operating, and the cost of "construction" included.

## NEW EQUIPMENT AND CONSTRUCTION.

We have (with prompt repairs,) for the next year a sufficient equip-  
ment of Passenger Engines and Cars—and our Freight Engines, when

fully repaired and in good order, as we soon hope to have them, will be sufficient for the probable service that will be required of them for the present year. We, however, need an increase of our freight cars, and I respectfully recommend that thirty new box cars be built or purchased, without delay. The great increase of our through business, both Confederate and private, requires this increase of our equipment in freight cars.

I do not propose any material improvements in the track or other part of the permanent way during the current fiscal year, beyond a supply of new rails. As soon as the condition of the Company will justify it, culverts of masonry should be constructed throughout the line.

#### REPAIRS OF PERMANENT WAY.

There have been placed in the track during the past fiscal year a large quantity of (52,000) cross-ties, and four hundred tons of new rails—one-half of them of American manufacture—and about 25,000 double lipped rolled chairs. About 20,000 more chairs are wanted to complete the track; but we must wait until a more convenient season for this remainder. The iron works of the South are too much occupied with army work to admit of such improvements at this time.

The track, with the exception of the laminated rails, is in good order. All the trestle work, or nearly all that can be judiciously filled up, has been filled, and the track is now, with the exception of about half a mile, resting upon the firm ground.—I except of course the bridges and “*culvert trestles*.”

The work of filling was commenced in 1855, my first year upon the Road, and has been pushed forward with untiring diligence so long as there remained any unnecessary water space unfilled—up to the first day of January, 1861—when the Board of Directors deemed it best to suspend further operations of the gravel train.

#### BRIDGES.

The Bridges are in good order generally. The one over Quanky Creek requires re-decking, and I design to have it done at an early day. They are all, I believe, safe and strong. Some *miscreant* attempted to precipitate a train containing Confederate troops into *Tosspot* Creek in the month of May last, by cutting down in part the trestle culvert at that point; fortunately the train passed over without accident. A similar attempt was made at *Smith's Creek* Bridge, by boring the stringers in two; this also failed of its object, and though a reward was offered for the discovery of the *fiend* who was thus willing to trifle with human life, yet no certain information of the perpetrator has been received.

#### CULVERTS.

As I remarked above, Culverts should be supplied where they are needed as soon as materials can be had for the purpose.

## REPAIR SHOPS.

The Repair Shops are now well supplied with good machinery; and with an efficient force, our Rolling Stock can be maintained in a high state of efficiency, at a minimum cost. In consequence of the great falling off in our receipts for the first six months of the fiscal year, the Board for Directors ordered a considerable reduction in our mechanical force.

This reduction of force taking place about the time that two accidents happened to our Engines, somewhat crippled us in motive power for a time, but we are now fast recovering from that condition, and our Engines will soon—if no further accidents happen—be in as good order as usual. They will be sufficient for our wants for the current fiscal year.

## DEPARTMENT OF TRANSPORTATION.

The mileage made by all trains the past year is 325,181 miles.—Divide the cost of operating (\$242,676 '85) by this, and we have 75 cents nearly as the average cost for each mile run by our trains.

We have carried over the Road this year 46,371 through passengers, including troops, and 81,803 way passengers that have paid fare, either full or half rates.

During the preceding year the numbers were 25,595 through, and 81,051 way passengers.

The large increase in through travel is of course due to the transportation of troops, and it only includes those who paid fare; for it is a well known fact that many hundreds of State troops passed over portions of the Road free. It was found impossible to prevent this in the beginning of the war, in consequence of the entire want of system in the Quarter Master's Department of the State at that time.

The receipts from freights have been less than they were for the preceding year, but under the circumstances of the country, and the low rates at which we have carried Government freight, I think we have every reason for encouragement at the result of the year's work.

Though we have carried a largely increased number of through passengers over last year, and though our freights have nearly maintained their place this year, yet it is questionable whether the real nett income is better than it would have been if we had carried the usual number of through passengers at full rates, and the ordinary quantity of freight at the usual rates. The wear and tear of machinery and track, from the great crowds that have passed over, and the great number of extra trains that were necessary to do the work promptly, has lessened materially the benefits of large receipts.

However this may be, it is not a question over which the Company or its officers had any control. Patriotism, honor, and self-defence, demanded of us our *entire energies*, and the use of *all the means* at our disposal, or that we could command, to aid the Government faithfully and efficiently in the hour of its greatest necessity.

And I am happy to say that I have found no member of your Board, nor any officer of this Company, backward in doing all that could be rea-



sonably expected, in this great work of pushing on the troops and supplies at all hours of the day and night.

It is hardly worth while to speculate as to the future—further than to say when we have “conquered a peace,” as we most assuredly shall do, and achieved a political and commercial independence, our trade and travel along the seaboard cannot be diminished—or fall below what it was in former years.

#### WAREHOUSES AND STATION HOUSES

Are much needed at several places on the Road, and I respectfully refer you to the following extract from my last Annual Report, which I commend to your special consideration—no steps having been taken to supply the wants then stated to exist:

“A new warehouse (of brick) should be constructed at Wilson as soon as practicable, together with a suitable house for passengers.

The old warehouse at that place is entirely too small for the present wants of the Company. It is not worth repairing and enlarging, but should be converted into a shed for lime, guano, &c.

The present ticket office is too small for the convenience and comfort of the Company's patrons at this growing and thrifty place. The receipts at this station have increased three-fold in five years.

Thorough repairs should be made to the warehouses at Joyner's, Black Creek, Nabunta, Dudley, Faison, and Warsaw. At the latter station, the warehouse should be enlarged. Station houses, with ticket offices, should be constructed at Joyner's, Black Creek, Dudley, Faison and Warsaw; and small warehouses, with ticket offices and passenger rooms, should be erected at Pikeville, Mount Olive, Duplin Cross Roads, Leesburg and South Washington.

The most important of these should be completed during the current fiscal year.

I do not propose large or costly structures, but plain, neat buildings.”

#### TARBORO' BRANCH.

This work has been so far completed that our trains were able to run over the entire track about the first week in June.

On the 12th of June last, I made a general examination of the Road, Bridge and Culverts, and received the Track with certain conditions, also the Bridge over Tar River, when the Deck should be completed on the truss Bridge according to the understanding between the Contractors and myself. The Culverts were accepted in part, when the one at Hendrick's Creek had been made secure.

I regret to inform you that this condition has not been complied with, and further to inform you that one of the dry culverts has given way in consequence of there being no sufficient foundation provided for it, which, by special agreement, the contractors were required to provide and make secure. Consequently, I have informed the contractors that the work



that had given way, as well as the culvert at Hendrick Creek, must be rebuilt and rendered secure before the masonry could be accepted.

In consequence of the demands upon my time by the Confederate Government, since the first of September, I have been unable to press this work to completion.

The contractors have themselves been engaged in Government Roads, and hence the delay in getting a final settlement, which I now trust we shall be able to make in a short time.

The operations over a portion of this Branch have been conducted for the entire fiscal year.

The contractors were required by their original contract to have the entire Road and Bridge completed by the end of September, 1860;—by a subsequent contract for a more *permanent Bridge*, they were allowed one month longer to complete the road and bridge, *provided* they should make a temporary track across the river to bring over cotton, or should provide a ferry for that purpose. The contractors failed to do either, and the bridge remained unfinished until nearly the first day of June, 1861. In consequence of this delay a great number of bales of cotton were as formerly sent down Tar River for a market. The number is estimated at twenty-five hundred bales, or more.

This loss of freight on Cotton and the subsequent great depression of business has caused the receipts of this branch to fall greatly below what we had reasonably expected; yet with all this the Branch receipts are such as to give encouragement for the *entire* success of the work, whenever general prosperity to the business of the country shall return.

The nett receipts for the Branch are \$4,731 34, which is over three per cent. on its cost.

There should be charged to the construction account of the Branch the equipment that has been supplied to it from the main stem, say

One Locomotive,.....	\$7,000 00	
One Passenger car,.....	2,000 00	
One Baggage Car,.....	650 00	
Three Freight Cars,.....	1,800 00	9,450 00

Making the entire cost of the Branch when completed and equipped about.....	\$152,000 00
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With gross receipts of \$15,000 per annum, which it is believed can and will be reached in ordinary business years, and with annual expenditures for operating of \$6,000, which for the next five years should not be exceeded, we shall have a nett income of more than six per cent. on the capital invested in the Road. Whether this reasoning is correct or not does not matter—the *business* that the Branch would probably bring to the *main stem* was the object mainly of its construction.

The payments made on account of this Branch Road have been as follows :

Paid on contract in 1860.....	\$67,063 88
“ “ 1861.....	48,732 98
Total payments to this date.....	\$115,796 86
The original contract about.....	\$130,000 00
Subsequent contract for masonry.....	12,500 00
	<hr/> \$142,500 00
Balance due contractors about.....	26,703 14

Before closing this report, I desire to inform you why I have been unable to examine the *Road Way* as usual, since September first.

Shortly before the fall of Fort Hatteras, at the solicitation of the Committee of Safety of Wilmington, the Governor appointed me Chief of the Corps of State Artillery and Engineers, and the General commanding in the State assigned me to duty as Chief Engineer of the Coast Defences of this part of the State, a position I had neither the inclination nor ability to decline.

This duty has necessarily occupied much of my time, though I have attended to the office and depot duties as far as practicable. There *seemed* to be a necessity for my services, in the construction of defensive works on the coast and around Wilmington, where a large and important portion of the Company's property is located.

I have heretofore laid this matter before the Board of Directors, and by them my course has been approved. I only refer to the subject here that the facts may be known to all who desire to know them.

In consequence of vacating the office of Superintendent's Clerk some months ago, the accounts heretofore kept in his office of the service of trains, engines and engineers, and the account of materials received and expended are incomplete, and the tables containing these statements that usually accompany this report will be less full and satisfactory than heretofore. They will, however, be compiled as accurately as possible, and in time to accompany the printed reports that will be distributed amongst the Stockholders.

We should not fail to render thanks to an over-ruling Providence for His wonderful interposition in shielding from danger and destruction some of the many lives committed to our care during the past six months, when, as was not unfrequently the case, no one could tell when a train would be met, day or night.

And I desire to remark in this connection, that if military officers commanding troops could for a moment appreciate the responsibility they assume, and the risk they take of crippling the operations of the government, as well as the extreme danger to life they are incurring by interfering with the regular running of trains, they would certainly leave that duty to the officers of the Companies, to whom it properly belongs.

My thanks are due to the officers, agents and employees for their prompt and efficient discharge of duty.

Respectfully submitted.

S. L. FREMONT,  
*Chief Eng. & Sup't.*

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NOTE.—The Company has at this time 26 Locomotive Engines, 24 of which are serviceable, and the other two are to be re-built; 16 Passenger Cars, 5 of them nearly new and all in good order; 6 Second Class Cars, 6 Baggage and Mail Cars, 85 Freight Cars, (Box.) 25 Freight Cars, (Platform,) 5 Freight Cars, (Conductors,) 1 Supply Car, and 1 Ambulance Car.

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## REPORT OF HOSPITAL SURGEON.

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HOSPITAL OF THE W. & W. R. R. Co., Nov. 1st, 1861.

S. L. FREMONT, Esq., Eng. & Supt. W. & W. R. R.,

SIR:—I beg leave to submit the following report. From the 1st of July to the 1st of November there have been treated at the Hospital one hundred and forty-nine patients, of which one died. The class of diseases and number of patients under each head are herewith appended.

Very respectfully,

W. H. HALL, *Hospital Surgeon.*

NO. CASES.	NO CASES.
Billious Remittent Fever,.....50	Synovitis,..... 2
Intermittent Fever,.....20	Varicose Virus,..... 4
Catarrhal Fever,.....15	Swelled Testicle,..... 2
Minor Surgery,.....13	Gonorrhoea, ..... 1
Jaundice,..... 1	Syphilis,..... 1
Cholera Morbus,..... 4	Stricture, ..... 2
Dysentery,..... 3	Scrofula,..... 1
Hemorrhoides,..... 2	Bunion,..... 3
Constipation,..... 1	Carbuncle,..... 2
Angina Pectoris,..... 5	Tonsillitis,..... 1
Pleurodynia,..... 2	Conjunctivitis,..... 2
Rheumatism,..... 3	Ophthalmia,..... 2
Lumbago, ..... 2	
Neuralgia,..... 3	Total,..... 149
Sciatica,..... 2	

## A STATEMENT

*Of the value of Company's Property of every kind on hand the  
30th day of September, 1861.*

## ROAD.

For Roadway, Bridges, Warehouses, Wood Sheds, Water Stations, &c., except at Wilmington, Weldon and Goldsboro', 16½ miles of main track at \$16,000.....	\$2,584,000 00
One-half of the Warehouse at Weldon.....	1 80 00
One-third of the Passenger Station at Weldon.....	3 00 00
Wood Shed (one half Water Station,) and Engine House at Weldon.....	1 000 00
One-half of the Warehouse at Goldsboro',.....	6 000 00
One-third of Depot Shed " ".....	1 500 00—\$2,597.80 00

### DEPOTS AND SHOPS.

Shops, Depot Sheds, Warehouses and other buildings at Wilmington.....	75,000 00
Lands, including Wharves and "Love Grove" at Wilmington.....	100 000 00
Lands at Burgaw.....	750 00
One-half of the Steamer "Harlee,".....	10 000 00
Eleven Negroes—mechanics and laborers.....	13 500 00—\$199,250 00

## ROLLING STOCK.

Locomotives, (26).....	136.200 00
Coaches and Cars, (182).....	109 300 00—\$245,500 00

## MACHINERY AND TOOLS.

In Finishing Shop,.....	15,189 05	
In Foundry,.....	843 50	
In Blacksmith Shop,.....	2,682 00	
In Coppersmith Shop,.....	259 20	
In Boiler Shop,.....	245 25	
In Car Shop,.....	1,440 00	
In Paint Shop,.....	114 90	\$20,773 90

### VALUE OF MATERIALS.

Iron Copper, Tin, Coal, Castings, old Wheels and Axles, Lumber, Yellow Pine, Oak, and Poplar, Paints, Oils, &c.	4 699 27	
Wood on hand, 2,000 cords at \$1 50 per cord.....	3,000 00	
Cross Ties on hand, 3,904, at 30 cents each.....	1,171 20	
Bridge Timber on hand, 52,011 feet, at \$8 per M.....	416 08	
Lumber sawed, 25,000 feet, at \$15 per M.....	375 00	\$9,661 55

TOOLS BELONGING TO ROAD REPAIRS.

Spades, Shovels, Axes, Hand Cars, Carpenters' Tools, &c.	1,950 00
Total value of Company's property, Sept. 30th, 1861.....	<u>3,074,435 45</u>
"          "              "              Sept. 30th, 1856.....	2,858,737 57
Increased value in five years, .....	<u>\$217,850 38</u>
To the value.....	\$3,074,435 45
Add 18 miles of Branch, at \$8,000 per mile,.....	144,000 00
Total value of Main Stem and Branch,.....	<u>\$3,218,435 45</u>

S. L. FREMONT,  
*Eng. & Sup't.*



## A STATEMENT,

*Showing the Gross Receipts and Expenditures for six years  
from October 1st, 1855, to September 30th, 1861.*

Years.	Through Passengers.	Way Passengers.	Freight.	Govern- ment Mails.	From mis- cellaneous sources	Total Receipts.
1856	162,341 80	108,408 95	154,158 17	48,600 00	5,846 46	479,349 38
1857	177,549 71	103,365 05	157,451 22	48,600 00	7,542 58	494,508 56
1858	136,857 61	96,529 75	157,832 47	48,600 00	6,763 47	446,583 30
1859	144,630 75	109,793 37	161,666 72	48,600 00	12,861 91	477,554 75
1860	133,896 36	118,347 72	185,204 44	48,600 00	14,161 05	500,209 57
1861	195,238 38	139,786 46	180,143 86	44,550 00	11,517 64	571,236 24
Total...	\$950,514 61	\$876,233 30	\$996,466 78	\$24,550 00	\$58,887 11	\$2,969,441 80

## EXPENDITURES FOR THE SAME PERIOD.

Average Annual Receipts and Expenses of operating for six years.	Years.	Cost of oper- ating the Road.	Construc- tion & Im- prov'm'ts. filling tres- ties, &c."	Total Expendi- tures.
Average gross receipts,.....	1856	236,635 50	37,260 20	273,895 70
" expenses of operat'g	1857	225,502 22	69,829 68	295,331 90
" nett receipts,.....	1858	221,141 30	27,377 07	248,518 37
	1859	226,931 22	15,422 53	242,353 75
	1860	253,714 94	71,623 62	325,338 56
	1861	242,676 85	15,295 64	257,972 49
		\$1,306,602 03	\$236,808 74	\$1,543,410 77

Average annual Expenditures for improving Company's property,.....\$39,468 12

Average nett profits for six years on Capital Stock and Bonded Debt, (\$2,000,000)  
12½ per cent.

Average nett profits on Capital Stock (1,329,000) for same period, 16-6 per cent.

The gross receipts on Tarboro' Branch are.....\$9,160 57

The cost of operating,.....4,429 28

\$4,731 29

About 3½ per cent. on the cost of this work for the past year, and that one of general  
depression in the Cotton trade.

S. L. FREMONT,

*Chief Eng. & Supt.*

# CONSOLIDATED REPORT OF THE SERVICE OF LOCOMOTIVES

On the Wilmington and Weldon Rail Road, for the year ending September 30th, 1861.

NAMES AND BUILDERS OF LOCOMOTIVES.		No. of miles run,	No. of cars hauled,	No. of days in service.	No. of days laid up by schedule.	No. of days laid up for repairs.	Cords of Wood consumed.	Gall's of Oil used.	Lbs. of cotton waste used.	Lbs. of tallow,....	Cost of fuel,.....
NAMES.	BUILDERS.										
PASSENGER ENGINES.											
Orange,.....	Manchester Locomotive Works.	19,648	8,110	180	37	37	378	290	276	153	691 72
Wilmington,.....	do.	20,220	12,410	244	52	52	439	1201	514	122	753 25
Gov. Briggs,.....	do.	25,579	13,355	241	20	20	387	113	277	132	570 26
President,.....	R. Norris & Son.	17,866	8,111	106	25	15	324	58	124	76	527 69
Express,.....	do.	10,698	457	88	21	8	190	92	194	76	339 72
Alex. McKee,.....	Company's Shops.	16,224	781	150	24	3	284	92	126	132	300 70
Weldon,.....	Norris & Bro's.	3,404	181	32	4	3	50	36	30	77	98 10
E. K. Dickinson,.....	M. W. Baldwin & Co.	19,143	836	76	26	--	290	130	302	51	921 72
Gov. Ellis,.....	do.	23,242	1,521	924	33	--	480	1381	231	180	553 82
Goldboro,.....	M. W. Baldwin	16,362	732	145	23	12	282	98	165	14	390 13
	TOTAL,	179,831	8,538	1,546	303	82	3,104	1,163	2,159	970	\$5,046 26
FREIGHT ENGINES.											
E. P. Hall,.....	Rogers.	16,544	4,037	199	55	--	607	134	197	125	1,062 91
Gilbert Totter,.....	M. W. Baldwin & Co.	10,824	2,663	142	45	--	332	76	159	42	584 29
Industry,.....	M. W. Baldwin.	7,685	1,233	97	40	--	256	95	156	62	452 38
Merchant,.....	do.	2,824	402	40	11	3	84	57	85	23	147 88
Gilford,.....	do.	21,809	3,274	239	34	2	494	200	276	155	864 50
Quickstep,.....	Norris & Bro's.	7,411	142	30	25	6	30	71	27	6	153 82
Harper,.....	do.	1,770	140	14	--	--	34	18	28	26	51 00
Director,.....	do.	325	6	1	--	--	6	30	57	21	10 50
	Total,.....	62,612	10,897	762	230	11	1,843	679	985	460	\$3,327 28
Yard Engines and Extra Troop Trains.		82,738	10,550		533						
	Grand Total,.....	325,181	29,652	2,303	533	83	4,953	1,845	3,144	1,430	\$8,373 54



# CONSOLIDATED REPORT OF LOCOMOTIVES.—CONTINUED.

No. of Locomotives.	Cost of Oil.....	Cost of Tallow.....	Cost of Cotton Waste.	Cost of Repairs....	Cost of Repairs from accident.	Paid to Engineers..	Paid to Firemen...	Cost per mile for fuel, in cents.	Cost per mile for oil, tallow & waste, in cents	Cost per mile for repairs, in cents.	Total cost per mile run	Total cost of Engines for the year.	Present value of Locomotives.	REMARKS.
22	290 00	19 44	27 60	878 16	578 67	144 66	144 66	03-3	01-5	04-5	13-0	2,570 31	8,000 00	
23	120 25	16 50	15 40	574 56	413 31	203 22	203 22	03-0	00-6	02-1	09-5	2,496 72	8,000 00	
24	143 50	17 44	25 70	747 14	720 00	180 00	180 00	02-6	00-7	03-0	09-7	2,504 03	8,000 00	
17	85 75	9 00	13 40	769 32	535 93	133 93	133 93	03-2	00-6	04-4	12-2	2,111 99	7,000 00	
18	58 50	7 15	9 40	1,416 72	290 60	72 60	72 60	03-1	00-6	13-2	20-5	2,181 29	7,000 00	
21	92 25	17 18	12 60	532 80	480 00	120 00	120 00	03-0	00-8	03-3	10-8	1,755 53	7,000 00	
9	39 00	9 62	3 00	173 51	95 98	23 98	23 98	03-0	01-4	05-0	12-5	433 25	6,000 00	
25	130 00	6 37	30 20	291 44	298 59	74 52	74 52	01-1	00-9	01-5	05-5	1,052 84	9,000 00	
26	138 25	23 60	23 10	352 29	685 28	171 28	171 28	03-3	00-7	01-3	09-0	2,247 62	9,000 00	
19	98 25	1 75	16 50	801 49	480 00	120 00	120 00	02-4	00-7	05-2	12-1	1,974 12	7,500 00	
	\$1,165 75	121 65	176 90	6,597 83	4,978 36	1,244 29	1,244 29	02-8	00-8	03-6	10-7	19,331 03	76,500 00	
28	134 00	15 62	19 70	189 00	677 29	169 28	169 28	06-4	01-0	01-0	13-5	2,244 25	9,000 00	
27	76 50	5 25	15 90	137 91	551 91	137 91	137 91	05-4	00-9	01-2	13-1	1,509 67	9,000 00	
13	95 75	7 75	15 60	325 58	365 28	91 28	91 28	05-7	01-5	01-2	17-6	1,353 62	4,000 00	
12	57 00	2 87	8 50	143 32	133 26	33 26	33 26	05-2	02-4	05-0	18-6	526 09	4,000 00	
20	260 00	19 44	27 60	502 28	727 99	181 00	181 00	05-9	01-4	02-3	11-8	2,582 81	7,000 00	
15	7 25	75	2 70	254 71	146 70	33 70	33 70	20-7	01-4	34-3	81-3	602 63	3,000 00	
11	18 75	3 25	2 80	375 66	37 28	9 28	9 28	02-8	01-4	21-2	28-1	498 02	5,500 00	
14	30 50	2 62	5 70	140 57	2 66	66	66	03-2	11-9	43-2	59-4	193 21	5,500 00	
	679 75	57 55	98 50	2,093 03	2,632 27	639 37	639 37	05-3	01-5	03-3	15-2	9,523 85	47,000 00	
	\$1,845 50	\$180 20	\$275 40	\$8,668 86	\$7,610 73	\$1,993 66	\$1,993 66	03-4	01-0	03-5	11-0	\$28,554 88	\$123,500 00	

# CONSOLIDATED REPORT OF LOCOMOTIVES.—CONCLUDED.

No. Locomotives	NAMES OF LOCOMOTIVES.	Present value.	REMARKS.
6	James K. Polk.....	\$1,000 00	Yard at Wilmington.
7	Perseverance.....	1,500 00	" "
10	North Carolina.....	1,500 00	" " Weldon.
1	Brunswick.....	1,000 00	Engineer and Superintendent's Express.
8	J. M. Morehead.....	700 00	Road Service.
3	J. C. Calhoun.....	1,000 00	To be rebuilt.
5	E. B. Dudley.....	1,000 00	Rebuilding.
4	W. H. Haywood.....	7,000 00	On Branch.
		<u>\$14,700 00</u>	

## RECAPITULATION.

10 Passenger Engines.....	Valued at \$76,500 00
8 Freight ".....	47,000 00
8 Miscellaneous Engines.....	14,700 00
<u>Total.....</u>	<u>\$138,200 00</u>
Whole mileage.....	325,181 miles.

FRANCIS McMILLAN,  
*Master of Machinery.*

## A COMPARATIVE STATEMENT

*Of the principal articles of Freight delivered from and received for  
Transportation at Wilmington for the last EIGHT fiscal years.*

Fiscal years.	Bacon Lbs.	Corn bushels.	Cotton bales.	Flour Bbls.	Rosin Bbls.	Spirits of Turp't. Bbls.	Crude Turp't. Bbls.	Tar	Bbls.	Wheat Bushels
1854	493,763	15,845	2,541	245	85,225	30,422	12,478		6,930	86
1855	521,936	17,378	7,650	2,751	84,541	34,038	17,935		8,397	116
1856	518,738	29,384	7,435	9,584	60,047	30,419	19,905		10,674	57,678
1857	369,046	2,045	8,554	10,622	69,551	28,103	12,875		4,470	59,566
1858	141,810	11,517	8,683	10,800	76,098	28,877	19,712		2,173	80,550
1859	277,750	19,461	10,782	10,591	61,524	26,934	24,170		10,038	51,214
1860	377,082	8,448	15,893	10,847	52,857	22,754	18,056		7,732	6,798
1861	354,228	101,464	14,778	8,491	13,294	10,750	6,672		8,536	10,308

*Comparative Statement of the same Articles received at Weldon.*

1854	6,050	628	4,547	25	28,663	1,299	991	4	1,110
1855	5,490	8,429	5,925	2,210	15,723	675	786	316	2,936
1856	8,840	2,534	5,500	5,500	13,353	112		349	9,832
1857	3,836	7,811	4,400	9,616	18,125	174		21	12,045
1858	3,537	730	10,375	3,255	17,541	182			3,745
1859	3,298	902	12,771	2,361	14,698	326	34	1	898
1860	2,528	4,265	15,363	368	10,716	569			613
1861	673,069	1,559	19,676	62	3,556	226			332

*Total Amount Received at Wilmington and Weldon.*

1854	499,812	15,973	7,088	270	113,888	31,712	13,469	6,944	1,196
1855	527,426	25,807	13,575	4,991	100,244	34,713	18,721	8,798	3,052
1856	527,578	31,918	12,935	15,084	73,430	30,531	19,005	11,025	67,510
1857	372,882	9,856	12,954	20,248	87,676	28,277	12,875	4,491	71,611
1858	650,347	12,547	19,058	14,095	93,639	29,059	19,712	2,173	84,295
1859	275,075	20,363	23,553	12,952	76,222	27,060	24,204	10,039	52,112
1860	379,610	12,713	31,256	11,215	63,573	23,323	18,056	7,732	7,416
1861	1,057,297	103,223	34,454	8,553	10,850	10,976	6,672	8,536	10,640

*Monthly Statement of same received at Wilmington from October, 1860,  
to 30th September, 1861.*

1860									
October,	4,500	1,366	2,686	553	2,282	1,843	1,195	254	2,108
Nov'r.,...	1,000	674	2,728	756	2,337	1,630	976	1,129	1,564
Dec'r.,...	2,196	534	428	631	194	545	174	926	1,056
1861									
Jan'y.,...	11,158	240	6,863	406	324	1,435	1,093	420	354
Feb'y.,...	50,996	1,110	1,616	734	2,866	1,133	90	1,713	-----
March.,...	34,252	2,120	218	1,147	3,776	1,113	1,658	2,686	-----
April.,...	18,950	100	201	712	1,515	1,257	1,213	1,377	-----
May.,...	98,110	3,635	1	895	-----	710	18	-----	100
June.,...	13,496	34,922	2	1,080	-----	506	22	31	620
July.,...	75,386	29,848	2	522	-----	260	102	-----	402
August.,...	59,860	22,841		419	-----	279	31	-----	2,094
Sept.,...	14,324	4,076	3	636	-----	39	-----	-----	2,010
	384,228	101,464	14,778	8,491	13,294	10,750	6,672	8,536	10,308

*Monthly Statement of same received at Weldon from 1st October, 1860,  
to 30th September, 1861.*

1860									
Oct'r.,...	-----	252	3,835	-----	258	35	-----	-----	-----
Nov'r.,...	-----	-----	4,763	20	50	18	-----	-----	264
Dec'r.,...	-----	-----	947	-----	697	26	-----	-----	68
1861									
Jan'y.,...	-----	-----	6,427	-----	-----	-----	-----	-----	-----
Feb'y.,...	-----	-----	2,174	-----	1,467	3	-----	-----	-----
March.,...	498	-----	620	-----	390	23	-----	-----	-----
April.,...	-----	-----	201	-----	122	15	-----	-----	-----
May.,...	23,429	182	-----	1	100	13	-----	-----	-----
June.,...	11,450	460	15	3	45	25	-----	-----	-----
July.,...	100	259	102	1	145	20	-----	-----	-----
August.,...	21,895	-----	353	34	229	21	-----	-----	-----
Sept.,...	615,667	676	239	3	53	27	-----	-----	-----
	673,069	1,559	19,676	62	3,556	226	-----	-----	332

*Dr. Statement of the Affairs of the Wilmington & Weldon R. R.*

Cost of Real Estate, Construction and Re-construction of Road, Station and Warehouses, Bridges and Ferry Boat,.....	\$2,855,473 41	
“ “ 12 Negro Slaves,.....	\$ 13,750 00	
Stock of the Wilmington & Manchester Rail Road Company,.....	100,000 00	
“ “ Wilmington & Weldon R. Road Co., purchased,.....	3,850 00	
“ “ Washington & New Orleans Telegraph Co.,....	3,150 00	
Amount paid for Bonds of the State of North Carolina—par value \$16,000,.....	15,867 05	136,617 05
“ “ on account subscription to Ocean & Cape Fear Steam Navigation Company,.....	26,000 00	
“ “ on account construction Tarboro’ Branch Rail Road,.....	115,796 86	
Cost of Transportation, materials and laborers, Tarboro’ Branch,.....	6 097 60	147,894 46
Amount Confederate States Bonds on hand,.....	71,850 00	
“ Bill Receivable,.....	3,489 85	
“ due from Post Office Department, United States,...	12 150 00	
“ “ “ “ “ “ Confed. States,...	6,297 25	
“ “ “ Confederate States and State of North Carolina for Transportation,.....	57,667 95	
“ “ Agents,.....	6,694 11	
“ “ Companies and individuals,.....	61,283 76	219,432 92
Counterfeit and uncurrent money on hand,.....		1,169 54
Cash in London to pay interest,.....		18,426 31
“ on hand,.....		27,198 35
		<u>\$3,406,212 04</u>

WILMINGTON, N. C., Sept. 30th, 1861.

## EXHIBIT,

*Dr. Showing the Business of the Wilmington & Weldon Rail*

1860.		
Sept. 30—Cash on hand, and in Banks to pay interest,.....	\$34,857 08	
“ “ Amount of Bills Receivable,.....	4,657 35	
“ “ due from Post Office Department,.....	12,150 00	
“ “ “ “ Agents,.....	15,622 07	
“ “ “ “ Companies and individuals, ....	14,699 58	81,886 03
1861.		
Sept. 30—Amount received on account subscriptions to Tarboro Branch, this year,.....	51,455 88	
“ “ “ interest on subscriptions to Tarboro’ Branch, this year,.....	192 03	
“ “ “ income from Sinking Fund, this year,.....	1,449 57	
“ “ “ from sales old iron this year,...	5,483 04	
“ “ “ freight and passenger transportation on Tarboro’ Branch this year,.....	4,731 34	
“ “ “ from transportation passengers, freight and mail for 12 months to date,.....	565,753 20	629,065 06
		<u>\$710,951 14</u>

WILMINGTON, N. C., Sept. 30th, 1861.

*Co., from the commencement of the work, to Sept 30, 1861. Cr.*

Amount received from Capital Stock,.....	\$1,340,213 21
" " " " Tarboro' Branch,.....	111,102 53
Mortgage Bonds payable in England,.....	443,555 56
Sterling " " issued in 1858,.....	144,000 00
Bonds endorsed by the State of North Carolina,.....	102,500 00
Bills payable,.....	77,679 05
Unpaid Dividends,.....	4,334 00
Due on Pay Rolls,.....	9,705 81
" " Negro Bonds,.....	36,407 48
" " sundry individuals and Companies,.....	20,981 26
	<hr/> 839,163 16
Profit and Loss account,.....	1,115,733 09

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\$3,406,212 04

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JAMES S. GREEN, *Treasurer.*


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*Road Company, for the year ending 30th Sept., 1861. Cr.*

1861.	
Sept. 30—Paid Current Expenses of Road this year,.....	257,972 49
Debt of the Company decreased this amount this year,.....	22,799 84
Interest and premium on Exchange paid this year,.....	47,675 85
Paid on account construction Tarboro' Branch, this year,.....	50,238 38
Paid on account subscription to stock in Cape Fear & Ocean Steam Nav. Company this year,.....	14,000 00
Dividend No. 18, declared this year,.....	53,158 00
Amount Confederate States Bonds on hand,.....	71,850 00
" Bills Receivable on hand,.....	3,489 85
" due from Post Office Department, U. S.,.....	12,150 00
" " " " " " C. S.,.....	6,297 25
" " for transportation from Confederate States and from the State of North Carolina,.....	57,667 95
Amount due from Companies and individuals,....	61,283 76
" " " Agents,.....	6,694 11
	<hr/> 219,432 92
Counterfeit and uncurrent money taken this year,.....	49 00
Cash in London to pay interest,.....	18,426 31
" on hand,.....	27,198 35
	<hr/> \$710,951 14

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JAMES S. GREEN, *Treasurer.*


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# ANNUAL STATEMENT

*Of Expenditures for the year ending September 30th, 1861.*

TRANSPORTATION DEPARTMENT.											
MONTH.	LOCOMOTIVES.			COACHES AND CARS.				Station Expenses.	Fuel.	Oil and Waste.	Pay—Engineers, Conductors, Firemen and Train Hands.
	Cost of New Engines and Machinery, &c., for Shops.	Cost of Materials for repairs	Pay of Master Mechanic and Machinists	TOTAL.	Cost of New Coaches and Cars and Machinery and Tools for Shops.	Cost of Materials for repairs	Pay of Master Carpenter and Workmen.				
1860											
October, . . . . .	1,024 00	1,843 82	1,981 25	4,849 07	.....	1,829 44	827 76	2,657 20	1,344 92	582 94	2,661 27
November, . . . . .	.....	2,068 05	1,919 01	4,017 06	.....	606 84	854 00	1,460 84	1,050 09	559 28	2,889 83
December, . . . . .	.....	900 69	1,751 21	2,651 90	.....	1,786 77	792 29	2,579 05	1,548 09	236 60	2,705 80
1861											
January, . . . . .	.....	106 10	1,749 27	1,855 37	.....	140 46	655 71	796 17	1,110 46	140 30	2,563 78
February, . . . . .	.....	949 50	1,525 50	2,475 00	.....	321 33	645 10	966 43	1,961 22	500 95	2,727 92
March, . . . . .	.....	309 81	1,577 18	1,886 99	.....	3,529 96	640 46	4,170 42	1,190 41	755 26	2,570 58
April, . . . . .	.....	10 23	1,470 03	1,480 26	.....	269 10	621 22	890 32	1,150 64	177 71	2,490 76
May, . . . . .	.....	182 33	1,457 60	1,639 93	.....	121 90	627 03	748 93	1,337 33	321 45	2,342 38
June, . . . . .	.....	1,236 37	1,525 85	2,762 22	.....	91 54	682 68	774 22	932 33	915 60	2,151 62
July, . . . . .	.....	10 24	1,721 15	1,731 43	.....	388 33	680 01	1,063 34	1,454 67	3 96	2,391 88
August, . . . . .	.....	40 35	1,849 96	1,890 30	.....	283 64	691 54	978 18	1,606 47	545 80	2,370 94
September, . . . . .	.....	.....	3,843 80	3,843 80	.....	58 50	3,157 76	9,853 94	1,047 09	1,451 39	4,162 66
	\$1 024 00	\$7,657 53	\$22,401 46	\$31,082 99	\$5,367 68	\$9,430 81	\$10,875 56	\$25,674 05	\$15,792 06	\$6,171 20	\$32,029 42

## ANNUAL STATEMENT OF EXPENDITURES---CONTINUED.

DATE.	Transportation Department.			DEPARTMENT OF ROAD REPAIRS.						Salary President, Treasurer, Superinten- dent & En- gineer and Agents at Wilmington and Weldon.	Incidental Expenses.	AGGREGATE.
	Subsist- ence and Clothing.	Loss & Damage	GRAND TOTAL.	Pay of Road and Section Masters, Road Car- penters & Laborers.	Subsist- ence and Clothing.	Cost of timber for Bridges, Trestle Work, Dwellings for Section Mas- ters & Laborers.	Cross-ties.	Iron Spikes and Chairs.	TOTAL.			
1860												
October, ..	719 53	17 54	14,852 86	1,485 18	719 54	56 74	1,901 77	13,871 61	18 034 84	833 33	205 06	33,926 09
November	456 08	20 88	13,140 24	1,842 70	456 09	169 48	972 16	766 95	4,207 38	833 34	765 47	18,946 43
December	864 64	141 20	13,264 89	1,273 50	864 65	160 70	181 06	3,727 84	6,207 75	833 32	721 15	21,027 11
1861												
January, ..	149 44	179 18	8,456 15	916 25	149 47	55 86	492 10	394 44	2,008 12	800 01	531 30	11,794 58
February, ..	370 96	61 34	10,953 38	1,519 60	370 97	510 44	349 80	2,347 55	5,098 36	800 00	375 22	17,226 96
March, ....	448 93	57 78	12,577 43	985 25	448 94	458 11	1,063 30	494 46	3,450 06	800 00	200 12	17,027 61
April, ....	389 41	4 73	8,026 40	1,630 16	389 42	4 48	1,210 35	5,111 06	7,745 47	800 00	734 74	17,306 61
May, ....	445 70	107 04	8,514 36	1,412 37	445 72	.....	681 55	1,147 80	3,687 45	800 00	1,309 07	14,331 88
June, ....	785 38	86 75	9,786 79	1,417 53	785 41	404 14	954 40	.....	3,561 48	800 00	2,367 88	16,516 15
July, ....	1,921 63	15 00	9,940 92	926 48	1,921 64	73 68	3,176 98	675 09	6,773 87	775 00	381 55	17,871 34
August, ...	5 37	24 00	8,822 00	1,031 59	5 38	128 58	2,215 50	8,538 85	11,919 90	775 00	345 36	21,862 26
Septemb'r	472 71	97 54	23,716 41	19,582 97	472 72	167 92	2,150 90	.....	22,374 51	775 00	3,269 55	50,135 47
	\$7,029 78	\$312 98	\$142,081 83	\$33,423 58	\$7,029 95	\$2,190 13	\$15,349 88	\$37,075 65	\$95,069 19	\$9,625 00	\$11,196 47	\$257,972 49

# ANNUAL COMPARATIVE ABSTRACT OF RECEIPTS.

YEAR.	PASSENGERS.						Amn't Way Passengers.	Am't, R. R. Freight.	Mail, &c.	Miscella- neous.	TOTAL.		
	THROUGH.		SOUTH.	Amount		Way.							
				Thro. Pass.									
	NORTH.												
1847	6,041	6,671		140,959	25	25,396	53,481	62	48,761	52	77,209	44	331,480
1848	5,517	5,938		113,078	22	28,372	53,092	04	51,534	54	87,288	10	317,459
1849	5,677	5,529		108,962	96	27,575	50,173	98	57,014	81	85,029	16	310,397
1850	11,277	10,448		193,706	67	31,806	62,382	62	71,051	26	80,954	18	422,325
1851	10,547	11,361		195,509	68	39,085	75,350	61	93,348	93	116,626	36	497,219
1852	10,908	11,204		200,425	02	49,542	98,935	10	110,194	09	82,063	72	510,038
1853	11,776	12,512		214,135	02	64,068	138,148	40	112,582	23	86,424	35	568,890
1854	14,869	15,772		151,034	31	71,620	132,511	51	130,463	57	63,296	66	482,880
1855	15,828	17,670		151,377	95	68,644	95,594	59	142,348	72	51,672	80	441,994
1856	16,584	18,744		162,341	80	72,790	108,408	9	155,158	17	50,984	72	475,893
1857	16,664	20,983		177,549	71	64,425	103,365	05	157,451	22	48,600	00	491,219
1858	10,066	18,677		136,857	61	59,312	96,529	75	157,832	47	48,600	00	444,275
1859	11,651	16,310		144,630	75	68,498	109,795	37	161,696	72	48,600	00	477,554
1860	11,036	14,559		133,898	36	81,051	118,317	72	185,204	44	48,600	00	500,209
1861	36,634	9,740		195,238	38	81,803	139,786	44	180,143	76	44,556	21	571,236



## ANNUAL COMPARATIVE ABSTRACT OF EXPENDITURES—CONTINUED.

DATE.	TRANSPORTATION DEPARTMENT—CONTINUED.			DEPARTMENT OF ROAD REPAIRS.					Salary of President, Treasurer, Superintendent, Engineer, &c.	Incidental Expenses.	AGGREGATE.
	Subsistence and Clothing.	Loss and Damage.	GRAND TOTAL.	Pay of Road and Section Masters, Road Carpenters and Laborers.	Subsistence and Clothing.	Cost of timber for Bridges, trestle-work, & Dwellings for Section Masters and Laborers.	Gross Ties.	Iron Spikes & Chairs.			
1847	.....	.....	57,942 86	28,787 92	7,740 32	44,950 29	.....	.....	.....	573 43	140,995 32
1848	.....	.....	75,872 13	25,800 52	8,029 60	67,341 95	.....	.....	.....	210 68	180,254 92
1849	.....	.....	72,286 20	27,130 06	6 592 88	42,191 25	.....	.....	.....	191 91	148,392 85
1850	.....	.....	99,017 03	25,112 24	10,124 99	36,736 69	.....	.....	.....	241 42	171,232 37
1851	.....	.....	108,753 54	26,855 29	10,862 92	7,888 98	.....	.....	.....	247 30	154,638 02
1852	.....	.....	119,859 09	22,486 86	11,168 62	20,192 33	.....	.....	.....	172 21	173,879 11
1853	.....	.....	155,233 73	23,292 13	9,571 38	12,201 31	.....	.....	.....	.....	.....
1854	.....	.....	178,254 05	31,147 12	6,945 29	16,774 26	.....	.....	.....	.....	.....
1855	.....	.....	190,585 19	31,819 03	13,051 13	32,962 86	.....	.....	.....	.....	.....
1856*	5,699 70	786 21	186,694 27	33,444 06	8,370 67	7,237 29	18,333 25	3,392 30	13,738 94	2,694 92	273,895 70
1857	8,446 84	2,307 65	182,838 75	43,465 75	8,508 51	6,783 31	19,078 56	793 69	13,536 53	1,842 71	295,331 90
1858	7,921 74	3,324 67	180,729 45	38,176 97	7,877 55	8,015 39	20,765 92	793 69	8,475 00	3,684 40	248,518 37
1859	6,421 82	3,319 04	150,718 25	35,443 91	6,466 56	5,692 03	14,114 00	15,900 35	8,500 01	5,518 64	242,953 73
1860	5,496 19	2,600 51	202,206 73	37,934 48	5,439 11	6,278 70	13,001 56	37,540 44	10,158 35	12,789 19	325,338 56
1861	7,029 78	812 98	142 081 83	33,423 58	7,029 95	2,190 13	15,349 88	37 075 65	9,625 00	11,196 47	257,972 49

\* This abstract was changed to its present form in the fiscal year of 1855-'56, which will account for the blank spaces in the column. The respective headings in the old and new forms differ, but the Totals show the Expenditures in each department.



RECEIPTS FOR THE YEAR ENDING 30TH SEPTEMBER, 1861.

DATE.	PASSENGERS.		WAY.	Amount from		FREIGHT.	MAIL.	Miscellaneous.	TOTAL.
	THROUGH.			Through	Way				
	NORTH.	SOUTH.		Passengers.	Passengers.				
1860.									
October.....	485	1,514	7,363	10,286 93	10,312 06	20,093 43		140 83	40,833 25
November.....	410	977	5,779	7,442 43	8,581 62	17,360 47		1,901 47	35,285 99
December.....	602	716	8,802	7,123 56	11,044 72	7,611 26	12,150 00	994 00	41,923 54
1861.									
January.....	518½	701½	7,333	6,080 45	11,802 39	18,420 55		180 00	36,483 39
February.....	614	574½	6,554	6,359 43	9,476 38	14,495 40		2,150 56	32,511 77
March.....	365½	974	6,728	8,776 44	7,970 31	16,584 46	12,150 00	241 50	45,722 71
April.....	1,092½	934	3,997	16,277 58	8,827 40	13,889 47		242 97	39,237 42
May.....	498½	793	5,592	7,163 02	7,947 00	12,018 86		10 50	27,139 38
June.....	574½	380½	5,034	5,122 20	8,500 70	9,591 90	12,150 00	18 50	35,383 30
July.....	12,566½	571	5,585	47,375 41	10,022 51	17,844 53		47 00	75,289 45
August.....	775½	850½	5,598	8,807 64	12,021 27	13,215 58		23 00	34,067 49
September**.....	18,129	754	13,438	64,393 29	30,280 10	19,017 85	8,100 00	5,567 31	127,358 55
	36,631½	9,740	81,803	\$195,238 38	\$139,786 46	\$180,143 76	\$44,550 00	\$11,517 64	\$571,236 24

\*\* NOTE.—The entries in this month includes transportation of troops in preceding months.

## STATEMENT

*Showing the number of Bales of Cotton hauled over the Road during the fiscal year ending September 30th, 1861, showing number of Bales from each Station, and where delivered.*

STATIONS.	Octr. 1860.	Novr. 1860.	Decr. 1860.	Jan'y. 1861.	Feb. 1861.	March 1861.	April 1861.	May 1861.	June 1861.	July 1861.	Aug. 1861.	Sept. 1861.	Delivered to Wilmington. No of Bales	Delivered to Weldon. No. of Bales	Total number Bales carried over the road.
Wilmington, .....										101	335	214	8	656	650
Magnolia, .....	5		1		1								408		8
Warsaw, .....	48	28	232	338	32								752		408
Faison, .....	129	109		431	75	3	5						482		752
Mount Olive, .....	17	71	26	345	18	4	1						413	32	482
Dudley, .....	95	127	22	177	24								534		415
Everettsville, .....	108	83	36	214	46		37								524
Goldsboro, .....	618	1,088	130	3,134	1,039	157	66	40	13	35		16	6,056	325	6,391
Nahunta, .....	269	365	188	467	43	32	39		24	2			1,294	137	1,431
Black Creek, .....	163	301	20	466	79	87	9						621	504	1,125
Wilson, .....	645	592	174	1,104	351	202		1				8	713	2,164	2,877
Joyner's, .....	350	275	237	611	268	45	16						397	1,505	1,902
Rocky Mount, .....	773	742	168	1,734	283	141	34		1		7	5	902	2,986	3,888
Battleboro', .....	634	557	241	841	311	65	140						215	2,455	2,792
Whitaker's, .....	419	435	72	383	229	6	38						41	1,377	1,592
Enfield, .....	888	1,039	144	775	600	140	83		3	1			15	3,692	3,733
Halfax, .....	180	398	196	721	116	46	25						15	1,687	1,682
Tarboro', .....	1,238	977	202	722	213	53	1					8	1,447	1,967	3,414
Hartsboro', .....	14	105		176	49	14							147	211	368
Total, .....	6,593	7,452	1,948	12,543	3,583	822	497	41	43	139	342	251	14,778	19,676	34,454

J. W. THOMPSON,  
General Freight Agent.

# TARBORO' BRANCH RAIL ROAD.

Receipts for the year ending 30th September, 1861.

DATE.	Passengers. Number.	Amount from Passengers.	Amount from Freight.	MAIL.	TOTAL.
1860.					
October.....	387	291 70	617 04		908 74
November..	512	383 20	5-5 81		389 01
December..	574	597 90	152 76		750 66
1861.					
January....	480	493 45	617 06	81 94	1,192 45
February....	717	665 50	372 22		937 72
March.....	681	527 65	427 78		955 43
April .....	448	393 75	255 00		658 75
May .....	733	584 50	145 16		729 66
June .....	331	365 45	56 00		421 45
July .....	482	369 30	34 00		403 30
August.....	535	448 00	99 73		547 73
September..	480	348 45	137 22	200 00	685 67
	6,338	\$5,368 85	\$3,519 78	\$281 94	

Total receipts..... \$9,160 57

Expenditures for the year ending 30th September, 1861.

DATE.	Transporta- tion Expenses.	Station Expenses.	Road Repairs.	Incidental Expenses.	TOTAL.
1860.					
October.....	211 66				211 66
November..	235 67	66 66		30 37	333 70
December..	263 83		32 00		295 83
1 61.					
January....	220 00		30 00		250 00
February....	202 17	68 66	30 00		298 83
March.....	241 25		30 00		271 25
April .....	200 00		30 00		230 00
May .....	337 92	47 91	30 00	150 00	427 91
June .....	180 00	47 91	50 00	56 25	486 08
July .....	1-0 81	47 91	30 00		277 91
August.....	223 52	47 91	30 00		268 72
September..	152 40	47 91	810 00		307 43
	\$2 655 83	\$420 78	\$1,116 00	\$236 62	\$4,429 23
	Net earnings.....				4,731 34

\$9,160 57

## REPORT OF THE AUDITING COMMITTEE.

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*To the Stockholders of the W. & W. R. R. Co.,*

GENTLEMEN :—

We beg leave to report that we have made an examination of the Treasurer's Books, Stock Ledger and Transportation Accounts of your Company for the past year, the entries in all of which we found correct, and accompanied by properly authenticated vouchers.

We omit our customary statement of receipts, expenditures, liabilities and condition of the Company, as they are embraced in statements made by your Treasurer.

Very respectfully,

Your ob't serv'ts,

P. MURPHY, }  
D. MACRAE, } *Auditing Committee.*

WILMINGTON, N. C., November 14th, 1861

Photomount  
Pamphlet  
Binder  
Gaylord Bros.  
Makers  
Syracuse, N. Y.  
PAT. JAN 21, 1908

UNIVERSITY OF N.C. AT CHAPEL HILL



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